PORT OF MANCHESTER.

ANNUAL REPORT

OF THE

Medical Officer of Health

TO THE

PORT SANITARY AUTHORITY,

1903.

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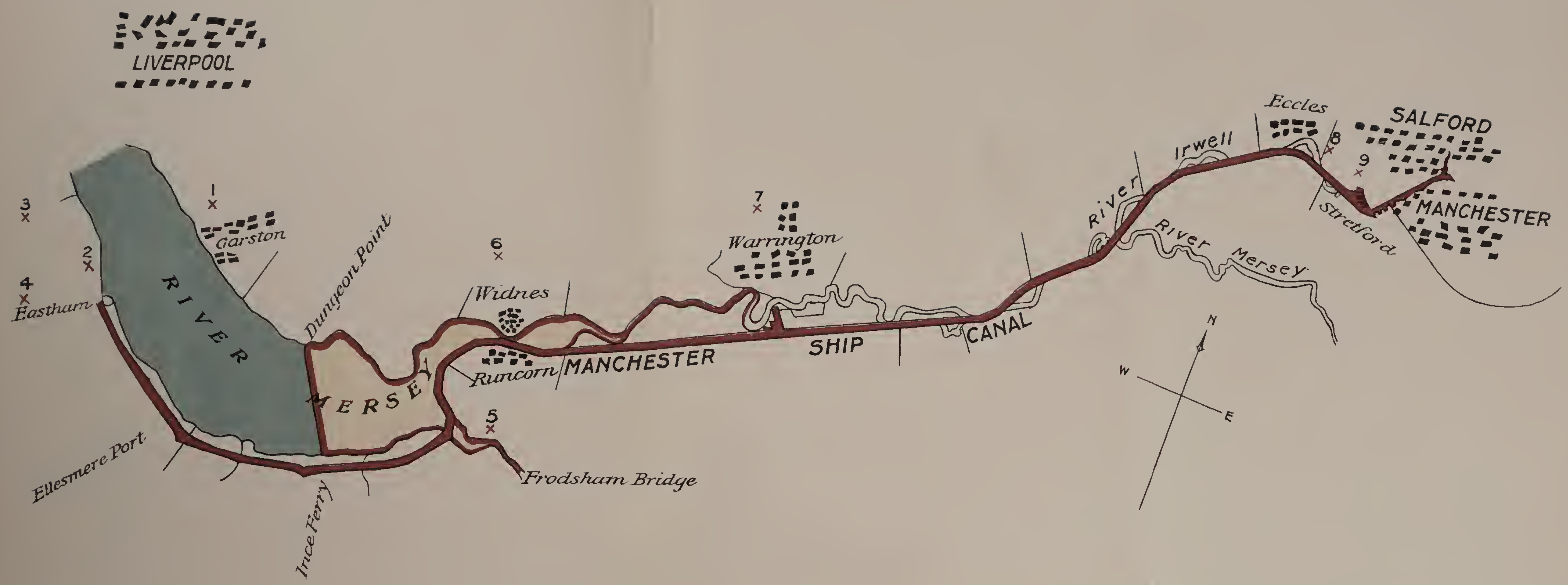

PORT OF MANCHESTER.

Limits of Jurisdiction of the Manchester Port Sanitary Authority—RED.

Hospitals where Infectious cases can be removed, under certain conditions, from vessels bound for or within the Port of Manchester—X

1. Liverpool Small-pox Hospital.
2. Liverpool Cholera, Plague and Yellow Fever Hospital.
3. Wirral Small-pox Hospital.
4. Wirral Infectious Diseases Hospital.
5. Runcorn Infectious Diseases Hospital and Small-pox Sheds.
6. Widnes Infectious Diseases Hospital.
7. Warrington Infectious Diseases Hospital.
8. Salford Infectious Diseases Hospital.
9. Salford Small-pox Hospital.

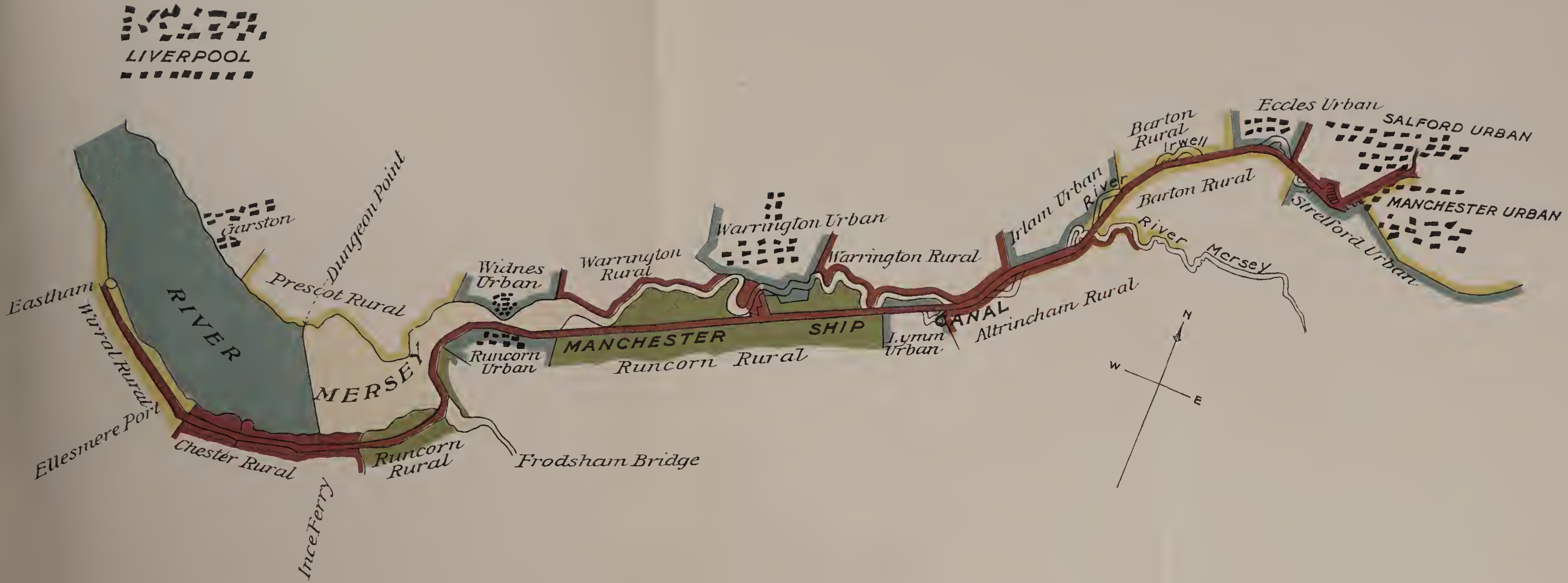

CHART SHOWING THE SANITARY DISTRICTS ABUTTING ON THE PORT OF MANCHESTER.

PORT OF MANCHESTER.

To the Chairman and Members of the Manchester
Port Sanitary Authority.

Gentlemen,

I beg to submit to you the Seventh Annual Report of your Medical Officer of Health.

The number of vessels inspected has been well maintained during the year, whilst the number of canal boats inspected has been considerably increased.

The necessity for close observation of canal boats becomes more and more evident with the increased number inspected.

I have the honour to be, Gentlemen,

Your obedient Servant,

A. M. N. PRINGLE,
Port Medical Officer.

MANCHESTER PORT SANITARY AUTHORITY.

The Authority is composed of the following Members :—

Mr. Alderman Walton Smith, Manchester, *Chairman.*

Mr. Councillor W. Huddart, Salford, *Deputy Chairman.*

Mr. Councillor W. F. Dearden	Manchester.
,, ,, T. Hassal ...	
,, ,, H. Marsden ...	
Mr. Alderman W. Stephens ...	Salford
,, ,, W. Robinson ...	
,, ,, Desquesnes ...	
Mr. Councillor T. Robinson ...	Stretford.
Mr. Alderman Nathan Parr ...	Borough of Eccles. R.D. of Barton-upon-Irwell. U.D. of Irlam.
Mr. Alderman T. H. Sutton ...	Borough of Warrington. R.D. of Warrington.
J. Moseley-Williams, Esq. ...	U.D. of Lymm. U.D. of Runcorn. R.D. of Runcorn. R.D. of Bucklow.
George Davies, Esq.	Borough of Widnes. R.D. of Chester. R.D. of Wirral.

The Officials of the Authority are as follows :—

Medical Officer of Health—A. M. N. Pringle, M.B , C.M. Edin., D.P.H. Camb., 54, Derby Road, Weaste, Salford.

Clerk—A. Holmes, Solicitor, Bexley Square, Salford, and 40, Brazennose Street, Manchester.

Sanitary Inspectors—H. Atkinson, C.S.I., 584, Chester Road, Old Trafford, Manchester.

W. Richmond, 22, Waterloo Road, Runcorn.

SICKNESS DURING THE YEAR 1903.

The total number of cases of Sickness investigated during the year was 124.

The numbers for the previous years, since the formation of the Port Sanitary Authority, are as follows:—

1897	16
1898	65
1899	46
1900	71
1901	89
1902	144
1903	124

The number of cases this year is thus less than that of last year by some 20 cases. The reason for this is, however, that last year a considerable number of cases of Influenza occurred on board one vessel, thus increasing the number of cases recorded. Apart from this fact the number of cases for the last two years is practically identical.

The above figures show, on the whole, a progressive increase in the amount of sickness imported into the Port during each year. This is, of course, merely the natural resultant of the progressive increase in the trade of the Port.

I would again draw attention to the fact that, as the above figures indicate a tendency to progressive increase in regard to the *total amount* of sickness imported, the same rule must apply to any particular form of disease.

Thus it arises that the danger of the importation of forms of infectious disease of various kinds is steadily increasing.

This question of the increased danger of the importation of forms of infectious disease exhibits itself along two main lines:—

(1) Danger from the increased number of cases imported.

(2) Danger from the increased area from which infection may be drawn.

It is obvious that the danger of infection must increase *pari passu* with any increase in the total number of units involved. By this I mean that each individual on board ship (the units) may be considered as a potential source of danger, in respect of the fact that he may be capable of becoming infected with some form of infectious disease which, through his agency, may be transmitted to some distant point. Hence it follows that an increase in the number of individual units means an increase in the danger of the dissemination of infection.

The question of area is one of extreme importance. It is obvious that, as new centres for trade are opened up, the danger of the importation of infectious disease will continue to increase.

The influence of shipping in this relation is well exemplified by the case of Plague. This disease has, within recent years, spread to practically every civilised country under the sun. In every case its first appearance in a new country has been at one of the ports. Even on the Continent the same rule applies. It is the rare exception to find that Plague breaks out on the Continent at any other place than at a port.

The relative value of human beings and rats as disseminators of Plague has already been discussed at length in one of my previous Annual Reports. I shall not refer to it in this Report.

In any case it may be asserted with safety that Plague, when it appears away from its native habitat, has been spread by the agency of trade communication by sea.

It thus becomes abundantly clear that the amount of shipping dealt with at a port indicates only a part of the danger of the port. Of two ports with the same tonnage, that one which has the greatest trading area is the one which stands in the greatest danger.

A port may truly be considered as a focal point towards which lines of commerce converge from various points. When we consider, therefore, that ships convey *to* any port *from* any port at which they may touch during the voyage (if they convey any forms of infectious disease at all) those forms of infectious disease which are prevalent at the ports of call, we cannot feel surprised at the varied forms of infectious disease with which Port Sanitary Authorities have to deal. Hence it arises that young ports may at any moment, simply by the normal course of extension of commerce, be brought into close contact with conditions which they have never previously had to deal with. It therefore behoves every Port Authority to take such precautions as will enable them to deal with totally new conditions on the shortest notice. I am very glad to say that the Port Authority of Manchester, with wise forethought, have prepared themselves to deal with any possible condition which may arise.

I have already said that ships disseminate from one port to another those forms of infectious disease which are prevalent at any of the ports at which they may have called. A very interesting example of this fact is furnished by the experience of the Port of Manchester during the recent epidemic of Smallpox in the district. I refer to the Smallpox "contacts" shipped on board the "Manchester Trader," bound from Manchester to St. Johns, New Brunswick.

The facts of this case are as follows:—

I received a message from the Medical Officer of Health of Salford, informing me that a case of Smallpox had been removed from a common lodging-house in the city to the Smallpox Hospital, and that it had been found, in the usual course of tracing all those who had been in contact with the patient, that ten men had left the house two days before the discovery of the case of Smallpox, and had joined one of the Manchester Liners, which boat had already left the Port.

I at once made enquiries, and found that the boat was the *s.s.* "Manchester Trader." I further found that the boat had proceeded to sea on the previous day.

Under the circumstances it was clear that the only course of action was to apprise the authorities at St. Johns of the facts of the case. This was at once done by cable. The result was that when the boat arrived at St. Johns the authorities were fully prepared to deal with any condition which might exist on board the ship. I am glad to say, however, that there was no sickness amongst any of the "contacts."

Another case, which proves the same point, was the case of the *s.s.* "Tunawanda," which left Manchester for Philadelphia, with all well on board. Five days after leaving this port, however, one of the crew reported himself to the captain of the vessel, suffering from a rash, which the captain at once recognised to be that of Smallpox, although the rash was then only in a very early stage. The captain at once took every precaution, in the way of isolation and treatment, which he could think of, with such excellent effect that no one else of the crew contracted the disease. On arrival at Philadelphia, the patient was removed to hospital, and the ship disinfected, and all the usual precautions taken.

The examples given suggest a very important consideration.

I suggest that the time is opportune for the consideration of the question of International Notification of Infectious Disease. Our own Local Government seem to me to recognise the advisability of Port Sanitary Authorities being acquainted with the condition of our towns as to the incidence of infectious disease by the fact that they have, this year, included Port Sanitary Authorities in their scheme under which the Board distribute weekly returns of cases of infectious disease notified to medical officers of health in England and Wales. The value of this information is great, and, so far as it goes, very complete. It is, however, unfortunate that there is no information in these reports as to the condition of Scottish and Irish towns. This is a point which surely could be dealt with without much difficulty.

It seems to me that the question of International Notification is of sufficient importance to demand a searching enquiry as to its practicability. I am aware that many reasons have been urged against its practical application, but the advantages would be so great that no questions of expense or difficulty should be allowed to stand in the way of its adoption.

At present the Port Medical Officer has to trust to the daily papers for his information. No one who thinks will ever maintain that the daily paper is an *accurate* source of information on such points. Furthermore, the information which is allowed to dribble through to newspapers is never up to time. We may feel quite sure that no town which has, let us say, one or two cases of Plague in its hands, would rush to notify the public prints of the occurrence of such cases.

I do not suggest that International Notification is required in respect of all forms of infectious disease, I consider, however, that there is no doubt of its advisability in regard to Plague, Smallpox, and Cholera.

So far as Enteric Fever, Scarlet Fever, etc. are concerned, our towns are already so many endemic foci of these conditions, and it seems to me that no advantage would accrue from the notification suggested in the case of Smallpox, Plague, and Cholera.

The Permanent International Sanitary Bureau, which it is proposed to establish in Paris (as a result of the deliberations of the recent International Sanitary Congress), would be the very agency to undertake this duty.

The following are the particulars respecting the cases of infectious disease dealt with during the year :—

SMALLPOX.

Two suspected cases of this disease came under observation.

One of these was removed to the Smallpox Hospital at Widnes. The case was that of a man who had been employed as a casual labourer on a canal boat which was used for the purpose of taking sand from the Mersey to Widnes.

The man had been employed on this boat for some time before his sickness developed, and had been on shore for a few days before he came under observation. Immediately on his removal to hospital the Widnes authorities detained the canal boat for the purpose of disinfection, and also re-vaccinated the remainder of the crew (two men).

Subsequent observation of the case showed that the disease was not one of Smallpox.

The other suspect was that of a sailor who was removed to the Smallpox Hospital, at Salford, from the *s.s.* "Seal," from Glasgow. In this case the whole of the crew were re-vaccinated, and the ship thoroughly disinfected, together with the clothing and effects of the crew.

The subsequent history of this case showed that the case was not one of Smallpox.

The case of actual Smallpox was one which occurred in connection with a canal boat.

The boat in connection with which this case occurred was one which plied between Liverpool and Manchester. The patient who developed the disease was the master of the boat. He had complained of not feeling well, and left the boat and went to his own home in Liverpool, from whence he was removed to the Liverpool Smallpox Hospital.

In this case the Liverpool authorities detained the boat for disinfection, and re-vaccinated the rest of the crew.

No extension of the disease took place.

ENTERIC FEVER.

Six cases occurred during the year.

Of these five were removed to hospital from ships bound to Manchester, whilst one was removed to Hospital at Port Limon, from a vessel bound from Manchester to that port. I shall not refer further to this last case, save to remark that the disease developed several days after the boat left this Port, and that all precautions were taken at Port Limon.

Of the five remaining cases three were removed to the Salford Fever Hospital, one was removed from the ship at Liverpool whilst she was discharging part cargo, and the other was removed to hospital at London whilst the ship was similarly engaged.

So far as is known none of the cases proved fatal.

In each case it is worthy of note, as shedding light on the probable source of the infection, that the cases were single, and that they occurred at such a time after leaving port that the infection must have been incurred on shore.

The only other case requiring particular mention is that of a sailor who was removed from the *s.s.* "Belgravian," whilst the ship was in Liverpool discharging part cargo prior to proceeding to Manchester, suffering from Enlarged Glands of a doubtful nature. This case was removed simply as a precautionary measure for the purposes of observation. The case proved to be of a simple nature.

The vessel was from Bombay.

SUMMARY OF THE CASES OF SICKNESS OCCURRING DURING THE YEAR 1903.

The following tables give the usual particulars regarding the cases of sickness which have occurred during the year :—

Table I.

Accidental Injury	29
Malarial Fever	19
"Colds" and Influenza	12
Gastric Catarrh	8
Heart Disease	7
Venereal Diseases	7
Enteric Fever	6
Acute Rheumatism	3
Lumbago	3
Phthisis	3
Alcoholism	2
Apoplexy	2
Multiple Boils	2
Dyssenteric Diarrhœa	2
Pleurisy	2
Smallpox (suspected)	2
Smallpox	1
Inguinal Hernia	1
Appendicitis	1
Bronchitis	1
Urticaria	1
Epilepsy	1
Chronic Brights Disease	1
Whitlow	1
Lupus	1
Pulmonary Congestion	1
Colic (Lead)	1
Pneumonia	1
Cancer of the Stomach	1
Chronic Rheumatism	1
Gangrene	1
Total	124

TABLE II.

The diseases thus summarised may be classified as follows:—

Diseases of the Alimentary System ...	14
,, Circulatory ,, ...	7
,, Integumentary ,, ...	4
,, Locomotor ,, ...	9
,, Nervous ,, ...	3
,, Respiratory ,, ...	8
,, Urinary ,, ...	1
Specific Fevers	9
Influenza and "Cold"	12
Venereal Diseases	7
Malarial Fevers	19
Alcoholism	2
Total ...	95
Accidental Injuries	29
Total ...	124

TABLE III.

The following table gives the number of cases which were removed to various hospitals, other than those within the Port of Manchester, from Manchester bound ships:—

Removed to Hospital at Liverpool ...	7
,, Constantinople ...	2
,, Glasgow ...	2
,, New York ...	2
,, Philadelphia ...	2
,, Savannah ...	2
,, Alexandria ...	1
,, London ...	1
,, Malta ...	1
,, Montreal ...	1
,, Port Limon ...	1
,, Selina ...	1
Total ...	23

TABLE IV.

The number of cases of sickness removed to Hospital within the Port of Manchester was as follows:—

Removed to Hospital at Salford ...	...	15
,, Widnes ...	...	1
Total	...	16

TABLE V.

In this table are included those who died at sea from Sickness, and also those who lost their lives through Drowning.

Deaths at sea from Disease	...	...	6
Deaths from Drowning ...	...	...	7
Total		...	13

Of the deaths from Drowning five were Accidental, whilst two were ascribed to Suicide.

None of the deaths at sea, from disease, were due to dangerous infectious disease.

Table VI.

Date	Name of Vessel	Where from	Where Inspected	Sickness	Remarks
Jan. 1	Florida (canal boat)	Liverpool.. ..	Widnes	Smallpo ? ..	The patient, a man who was employed as a casual labourer on the canal boat, was removed to the Isolation Hospital at Widnes, as he presented suspicious symptoms of Smallpox. The case was subsequently decided not to be one of Smallpox. The canal boat had been in the meantime thoroughly disinfected, and the rest of the crew re-vaccinated. The man had left the boat eight days previously to his falling ill.
,, 7	Brenn (barque) ..	San Fr ..	Runcorn	Acute Gastric Catarrh	This patient had been ill for a few days.
,, 7	Mary Jane (schooner)	Liverpool.. ..	Runcorn	Inguinal Hernia..	The Master was laid up suffering from this complaint.
Jan. 15	*s.s.* Manchester Trader	Manchester ..	.. .. ..	Smallpox "contacts"	On the 12th January 10 men joined the Trader from a common lodging house in Salford. On the night of the 14th January a case of smallpox was discovered at this address, and removed to Hospital at Salford. Next morning I was informed of this fact, and also that these men had left Manchester on one of the Manchester Liners. I at once

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
					discovered that the men were on the Trader. Unfortunately the boat was then out at sea. Accordingly, I cabled the Health Officer of Halifax, whither the boat was bound, informing him of the facts. I am pleased to say all were well on arrival at Halifax, and that no extension of the disease resulted.
,, 20	Gaelic (barque)	Tacoma	Ellesmere Port	"Cold"	The Master was laid up in bed.
,, 20	s.s. Kalibia	Glasgow	Salford	"Cold"	The Chief Officer and two Lascars were unfit for duty from this cause.
,, 20	,,	,,	,,	Injured Foot	One of the Lascars had a very severely injured foot.
,, 22	s.s. Forest Dale	Liverpool	Salford	Pleurisy	The Chief Engineer was removed to Hospital at Liverpool, where the ship was discharging part cargo.
,, 23	s.s. Persian Prince	Alexandria	Salford	Venereal Disease	One of the sailors was so ill from this cause that he was removed to Hospital at Alexandria.
,, 26	s.s. Pilar de Larrinaga	Galveston	Salford	Malaria	Most of the crew had been laid up off and on, with Malarial Fever, during the voyage from Galveston. All were well on arrival here.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Jan. 27	s.s. Kronberg	Langesund	Ellesmere Port	"Cold"	The Second Officer had been laid up for two days suffering from this complaint.
Feb. 2	s.s. Anselma de Larrinaga	Galveston	Salford	Drowning	One of the firemen fell overboard at Galveston, and was drowned
4	s.s. Manchester Commerce	St. John's	Salford	Appendicitis	The Chief Engineer was removed to Hospital at Salford
,, 4	,,	,,	,,	Phthisis	One of the cattlemen was removed to Hope Hospital, in an advanced stage of this disease.
,, 4	s.s. Halmstadt	Warburg	Acton Grange	Influenza	One of the seamen had been laid up during the voyage.
,, 16	s.s. Asiatic Prince	Alexandria	Salford	Bronchitis	A distressed seaman on this boat was found to be suffering from this condition.
, 22	s.s. Bellenden	New York	Salford	Acute Rheumatism	The Cook was removed to Salford Royal Hospital, with a severe attack.
Mar 2	s.s. Carib Prince	Alexandria	Salford	Phthisis	The Mate reported that a passenger for Manchester had had to be left behind, in hospital, at Malta.
3	s.s. Eastry	Wilmington	Salford	Accidental Injury	One of the crew fell from the galley to the deck.
,, 3	s.s. Grossherzog Friederick Franz IV.	Castleton	Salford	Accidental Injury	A case of injury to the foot.

Date		Name of Vessel	Where from	Where Inspected	Sickness	Remarks
Mar.	9	s.s. Nethergate	Odessa	Salford	Venereal Disease	One of the crew was removed to Hospital at Constantinople.
,,	9	s.s. Tunawanda	Batoum	Mode Wheel	Pleurisy	The Master was seriously ill from this condition.
,,	9	s.s. Bawtry	Savannah	Salford	Accidental Injury	The Third Engineer was removed to Hospital at Savannah, on account of an injured foot.
	12	s.s. Halfdan	Gothenburg	Salford	Acute Rheumatism	One of the firemen was removed to the Salford Royal Hospital.
,,	14	s.s. Trieste	Stettin	Salford	Urticaria	One of the sailors was suffering very severely from this condition.
,,	23	s.s. Horrox	New York	Salford	Lumbago	One of the sailors was laid up.
,,	28	s.s. Haddon Hall	Barry	Salford	Heart Disease	One of the sailors was ordered to be discharged, unfit for duty, from this condition.
April	1	s.s. Britannia	Glasgow	Salford	Influenza	One of the crew had been left behind, in Hospital at Glasgow, with this complaint.
	2	s.s. Broomfield	Liverpool	Partington	Enteric Fever	Whilst the ship was in Liverpool, discharging part cargo, one of the crew was found to be suffering from Enteric Fever, and was removed to Hospital. All precautions were taken by the Liverpool Port Sanitary Authority. All were well on

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
					arrival in Manchester. The water tanks were pumped out and cleansed here.
April 4	s.s. Moonlight ..	Libau	Salford	Acute Gastric Catarrh	The Mate was very ill from this cause.
,, 6	s.s. Moorish Prince	Alexandria ..	Salford	Influenza	The Chief Officer was laid up.
,, 6	s.s, Buffon	New York ..	Salford	Dysenteric Diarrhœa	One of the crew had been very ill before arriving in Port, but was convalescing.
,, 8	s.s. Halfdan.. ..	Gothenburg ..	Salford	Accidental Injury	One of the sailors had an injured hand.
,, 11	Celticburn (sailing ship)	Tacoma	Runcorn	Accidental Injury	Two men were severely injured during the voyage. One had an injured knee-cap, the other an injured shoulder.
,, 11	Irish Minstrel (sch.)	Par	Runcorn	Poisoned Wound	The wound was a very severe one.
,, 21	s.s. Annie Thomas..	Huelva	Salford	Accidental Injury	One of the sailors was suffering from a sprained wrist.
,, 21	s.s. Corby Castle ..	New York ..	Salford	Accidental Injury	The Chief Officer was laid up with a sprained ankle
,, 22	s.s. Appomattox ..	Jamaica	Salford	Epilepsy	The Mate reported that one of the crew died at sea from this cause.
,, 27	s.s. Princess Victoria	Glasgow	Pomona	Poisoned Wound	One of the sailors was laid up with this condition.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
April 27	s.s. Dovedale ..	Brunswick ..	Salford	Malaria	Several of the crew suffered, off and on, during the voyage. The ship had previously come from Java to Brunswick, and had had most of the crew suffering from Malaria, All were well on arrival in Manchester.
,, 29	s.s. Tunawanda ..	Manchester ..	Philadelphia ..	Smallpox	One week after this vessel left Manchester for Philadelphia one of the crew was found to be suffering from this disease. The man was at once isolated, and one of the crew told off to attend on him. On arrival of the ship at Delaware Breakwater the man was removed to Hospital and the ship disinfected. No further cases occurred. All were well when the ship returned to Manchester.
May 2	s.s. Yewdale	Dublin	Runcorn	Lumbago	One of the firemen was laid up with this complaint.
,, 4	s.s. Delamere ..	Valencia	Salford	Acute Rheumatism	One of the sailors was removed to the Salford Royal Hospital suffering from this.
,, 6	s.s. Heralda	Antwerp	Salford	Chronic Bright's Disease	One of the sailors died at sea on the 3rd of May. The body was brought on to Manchester. The symptoms described by the Captain suggested that the man died in a condition of

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
					uraemic coma. An inquest was ordered to be held, and the result of the *post mortem* examination showed that the cause of death was "Bright's Disease with Uraemic Poisoning."
May 9	Clara May (ketch) ...	Liverpool... ...	Runcorn	Whitlow	The Mate was laid up.
,, 15	*s.s.* Bostonian ...	Boston	Salford	Accidental Injury	The Mate was found to be suffering from a fractured arm.
,, 16	*s.s.* Marie	Stettin	Salford	Lupus	The Steward was found to be suffering from this complaint.
,, 20	*s.s.* Calchfaen ...	Ardrossan ...	Salford	Accidental Injury	The Master was found to be suffering from various injuries to his body, the result of being struck by a heavy sea.
,, 20	*s.s.* Livorno	Dantzig	Acton Grange ...	Apoplexy	The Mate reported that the Master died suddenly at sea from this cause. The body was removed from the ship at Liverpool.
,, 30	*s.s.* Scottish Prince	Alexandria ...	Salford	Heart Disease ...	One of the crew was found to be suffering from severe Dropsy, which was due to Heart Disease. He had been in Hospital at Malta, and was brought home so as to undergo treatment here.
June 2	*s.s.* Bantry	New York ...	Salford	Venereal Disease	One of the crew was left behind in Hospital at New York.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
June 6	*s.s.* Ptarmigan ...	Ghent	Salford	Heart Disease ...	The Carpenter was found dead, near his room, on the voyage to Manchester. The body was taken ashore at Liverpool. An inquest was held, and the cause of death found to be Heart Disease.
,, ,,	*s.s.* Trooper... ...	London	Pomona	Acute Gastric Catarrh	One of the sailors was taken suddenly severely ill from this cause. The case was reported to me from Eastham, and I caught the boat at Irlam.
,, 8	*s.s.* Appomattox ...	Port Limon ...	Salford	Enteric Fever ...	The Master reported that one of his crew was removed to Hospital at Port Limon. The authorities of that port thoroughly disinfected the forecastle, W.C's., etc. On arrival here the water tanks were thoroughly cleansed and disinfected. All were well on arrival here.
,, 10	*s.s.* Austriana ...	Quebec	Salford	Enteric Fever ...	I examined this boat at Mode Wheel, and found one of the crew suffering from suspicious symptoms of Enteric. The man was at once removed to Ladywell. The cabin, effects of the patient, bedding, etc. were thoroughly disinfected by the Salford Authority. The W.C's. were carefully disinfected, and the water tanks cleansed and disin-

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
					fected in the usual manner. The case proved to be a mild attack of Enteric Fever.
June 13	s.s. Grampus	Glasgow	Pomona	Drowning	The Master reported that one of his passengers fell overboard, and was lost.
,, 17	Catherine Lathom (schooner)	Analong	Runcorn	Gastric Catarrh	One of the crew was found to be suffering from this condition.
,, 18	s.s. Persian Prince	Alexandria	Salford	Enteric Fever	I found that the Second Officer of this boat was suffering from a very severe attack of Enteric Fever. He was at once removed to Ladywell Sanatorium. His cabin and all his effects were disinfected by the Salford Authorities The water tanks were attended to in the usual manner, and the W.C's. were thoroughly cleansed and disinfected.
,, 22	s.s. Tenagra	Hopewell Cape	Salford	Heart Disease	The Mate reported that one of the crew was laid aside from Heart Disease during the voyage. The man grew gradually worse, and died at sea. He was buried at sea.
,, 29	s.s. Pelluorm	Hamburg	Salford	Poisoned Wound	One of the crew was found to be suffering from a poisoned wound of the foot.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
July 6	s.s. M'ch'ter Shipper	Philadelphia ...	Salford	Apoplexy	The Master of the "Shipper" left the boat at Philadelphia, suffering from symptoms of this condition.
,, 6	,, ,,	,, ...	,, ...	Congestion of the Lungs	The Mate was so suffering.
,, 7	s.s. Caledonian ...	Boston	Salford	Acute Gastric Catarrh	One of the firemen was sent to the Salford Royal Hospital with this illness.
,, 14	Cyprian (barque) ...	Tacoma	Ellesmere Port ...	"Cold"	One of the sailors was laid up.
,, 15	s.s. Ottawa	Batoum	Mode Wheel ...	Venereal Disease	One of the sailors was left in hospital at Constantinople.
,, 15	s.s. Dollie	Belfast	Partington ...	Heart Disease ..	One of the firemen was sent to hospital at Manchester for this condition.
,, 15	s.s. Trieste	Stettin	Runcorn	Accidental Injury	One sailor was snffering from the effects of a scald, another from an incised wound under the eye.
,, 17	s.s. Hardy	Ardrossan ...	Salford	Colic	The Mate was laid up. He had been employed in painting portions oi the ship at frequent intervals.
,, 17	Athene (barque) ...	Port Elhbert ...	Runcorn	Poisoned Wound	A sailor was laid up with a severe poisoned wound cf the finger.
,, 17	s.s. Paradox... ..	Dantzig	Runcorn	Venereal Disease	One of the sailors was sent to the Lock Hospital in Liverpool.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
July 20	s.s. Duncrag	Dieppe	Salford	Drowning	The Mate fell overboard at Dieppe, and was drowned.
,, 29	Ensign (schooner)	Plymouth	Runcorn	Heart Disease	The Mate was ordered to leave his ship
,, 30	s.s. Alderton	Liverpool	Salford	Lumbago	One of the sailors was laid up.
Aug. 1	s.s. Platea	Hopewell Cape	Salford	Accidental Injury	The Mate was suffering from severe cuts on the arms and face.
,, 5	Rita (ketch)	Newquay	Runcorn	Drowning	The Cook disappeared whilst the boat was at New Ferry. His body was recovered from the river a few days after his disappearance.
,, 8	s.s. Newhailes	Umba	Salford	Choleraic Diarrhœa	The Mate reported that they had had a passenger on board who suffered from a very severe attack.
,, 10	Clara (barque)	Beaver Point	Runcorn	"Cold"	The Steward was laid up.
,, 13	s.s. Kalibia	Glasgow	Salford	Malaria	One of the Lascars was suffering from a mild attack.
,, 19	Mount Blairy (sch.)	Teignmouth	Weston Point	Alcoholism	One of the sallors was laid up.
,, 24	s.s. Hare	Dublin	Pomona	Alcoholism	One of the passengers was removed to Hope Hospital.
,, 26	s.s. Greenbrier	Port Limon	Salford	Chronic Gastric Catarrh	The Master was found to be so suffering.

Date	Name of Vessel	Where from	Where Inspected	Sickness.	Remarks
Aug. 27	s.s. Ivy	Gefle	Salford	Drowning ...	The Mate reported that a fireman was drowned, at Vyberg, on August 6th.
Sept. 11	s.s. Asia	Glasgow	Salford	"Cold"	The Cook was found to be laid up.
,, 15	s.s. Nemea	West Bay.. ...	Salford	Malaria	A fireman was suffering from a severe attack.
,, 19	s.s. Clan Menzies ...	Glasgow	Salford	Pneumonia ...	One of the Lascars had been sent to Hospital at Glasgow.
,, 19	Dagny (barque) ...	Cape Tormentine	Runcorn	Acute Gastric Catarrh	The Carpenter had been laid up for three weeks.
,, 22	s.s. Margit Groedel	Gelaty	Salford	Heart Disease ...	The Mate reported that the Chief Engineer died in Hospital at Selina from this cause.
,, 25	s.s. Belgravian ...	Bombay	Salford	Buboes	The Chief Engineer was removed to Hospital at Liverpool for observation. The case did not prove to be of an infectious nature.
,, 29	s.s. Erivan	Batoum	Mode Wheel ...	Acute Gastric Catarrh	The Chief Officer was found to be laid up.
,, 30	s.s. Seal	Glasgow	Mode Wheel ...	Variola (suspected)	I found that one of the sailors had been suffering for three days, with vomiting, pain in the head and back, and feverishness. A papular rash had appeared that morning, and, when I saw him, had covered his whole body. I at once ordered

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
					his removal to Drinkwater Hospital for observation as a suspicious case of Smallpox. I re-vaccinated the whole of the crew, and had the boat thoroughly disinfected. The effects of the crew and everything in the forecastle which could have retained infection was removed to the Salford Disinfecting Station, and thoroughly disinfected. The names and addresses of the crew were at once forwarded to the Medical Officer of Health of Glasgow. It was ultimately decided that the case was not one of Smallpox.
Oct. 2	s.s, Thespis	New York	Salford	Accidental Injury	One of the sailors fell down the hold and injured his arms and legs. He was removed to the Salford Royal.
,, 10	Mary Fanny (sch.)	Rye	Runcorn	Drowning	The Mate disappeared at Runcorn. His body was recovered from the Canal a few days later.
,, 19	s.s. Saxon	Fowey	Salford	Accidental Injury	The Mate was found to be suffering from a severe injury to his eye.
,, 19	s.s. Neva	Dantzig	Runcorn	Accidental Injury	The Second Mate was found to be suffering from severe injuries to his legs.
,, 27	s s. Batoum	Batoum	Eccles	Accidental Injury	One of the sailors was severely injured in both legs through being struck by a heavy sea.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Oct. 28	s.s. M'chster Shipper	Montreal	Salford	Malaria	One of the sailors had been under treatment, in Hospital, at Montreal.
Nov. 3	s.s. Domingo de Larrinaga	Galveston... ...	Salford	Accidental Injury	One of the crew was laid up.
,, 3	s.s. Helge	Gothenburg ...	Salford	Accidental Injury	The Mate reported that one of the sailors fell from the forecastle head to the main deck, and received severe injuries. The man was under medical care.
,, 4	s.s. Terence... ...	New York ...	Salford	Cancer of the Stomach	The Mate reported that one of the crew died at sea from this cause. The body was buried at sea.
,, 10	s.s. Nanna	Valencia	Salford	Venereal Disease	One of the crew was removed to Hospital at Liverpool.
,, 11	George Frederick (sloop flat)	Liverpool... ...	Runcorn	Smallpox	The Master, who had just joined the boat, reported that the previous Master had left the boat, complaining of illness. He went to his own home, where he was found to be suffering from Smallpox, and removed to Hospital at Liverpool. The boat was detained by the Liverpool Port Sanitary Authority, and disinfected thoroughly, and the crew re-vaccinated. No other member of the crew developed the disease.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Nov. 12	s.s. Aeolus	Brunswick	Salford	Venereal Disease	One of the crew was sent to the Lock Hospital at Liverpool.
,, 14	Sunbeam (schooner)	Poole	Runcorn	Boils	One of the crew left the ship at Runcorn, suffering from severe multiple Boils.
,, 17	s.s. Bawtry	Savannah	Salford	Accidental Injury	The Mate reported that the Carpenter had been removed to Hospital, in New York, suffering from a broken leg.
,, 18	s.s. Halfdan	Gothenburg	Salford	"Cold"	The Mate was laid np.
,, 19	Edward (sloop flat)	Liverpool	Widnes	Accidental Injury	The Mate broke his arm whilst the boat was entering Widnes Dock.
Dec. 2	s.s. Trieste	Sundswall	Salford	Malaria	The Carpenter was suffering from this disease, and went to the Southern Hospital, Liverpool.
,, 2	s.s. Spartan Prince	Alexandria	Salford	Chronic Rheumatism	One of the sailors was laid up.
,, 2	,, ,,	,,	Salford	Poisoned Wound of the Foot	One of the sailors was unfit for duty.
,, 3	s.s. Haddon Hall	London	Salford	Enteric Fever	The Chief Officer was removed to Hospital at London. His berth, effects, etc. were disinfected by the London Port Sanitary Authority. All were well on arrival in Manchester.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Dec. 3	s.s. Muira	Savannah	Salford	Boil	One of the sailors was laid up with a severe Boil on his forearm.
,, 9	s.s. Planet Venus	Savannah	Salford	Gangrene	The Captain reported that one of his crew died in Hospital at Savannah from this cause.
,, 11	s.s. Ramon de Larrinaga	Galveston	Salford	Enteric Fever	The Second Officer was found to exhibit suspicious symptoms of Enteric Fever, and was removed to Ladywell Sanatorium. His cabin, effects, etc. were thoroughly disinfected. The water tanks were pumped out, cleansed, and disinfected. The W.C's. also were thoroughly cleansed and disinfected. The case proved to be one of Enteric Fever.
,, 14	s.s. Batoum	Batoum	Eccles	Accidental Injury	One of the firemen was disabled as a result of an accident in the engine-room.
,, 19	s.s. Dunard	Harrington	Weston Point	Drowning	The Chief Engineer was accidentally drowned in the Weston Canal.
,, 27	s.s. Ragnhild	Frederikstad	Salford	Phthisis	One of the firemen was found to be suffering from incipient Phthisis. He was ordered to be removed to the Salford Royal Hospital.

THE INTERNATIONAL SANITARY CONFERENCE, PARIS, 1903.

The following, taken from the *British Medical Journal*, is a brief summary of the principle work of the Conference, so far as it effects Port Sanitary Authorities.

One of the most important resolutions of the Conference is that relating to the abolition of the Continental system of Quarantine, and the substitution of the system which is in force in this country, practically in its entirety,

The precise meaning of the terms "infected," "suspicious," "free," as applied to ships, is clearly laid down, and thus a fertile source of difference of opinion is definitely settled.

Section 181, constitutes a Permanent Sanitary Bureau, to be established in Paris, as soon as a scheme for its working can be drawn up. Much may be expected from the valuable work which this Bureau ought to be able to perform.

I have already indicated that the duty of International Notification of Infectious disease might well be undertaken by this Bureau, which will have all the necessary staff and information for such a duty.

The most important and heaviest part of the work has been the codification of the regulations drawn up at the previous conventions held in Venice, Paris, and Dresden, which are thus replaced by the new convention.

The convention contains many important modifications and fresh regulations, more especially with regard to the part played by rats in the dissemination of plague.

The period of observation for plague or cholera has been reduced to five days, as is shown by Article 9:

> That a circumscription be no longer considered as contaminated, an official statement is necessary.
>
> 1. That there has been no death or fresh case of plague or cholera for five days after isolation,[1] or after the death or recovery of the last case of plague or cholera.

2. That all the measures of disinfection have been applied, and if it is a question of plague that the measures against rats have been carried out.

The following articles are important, especially those referring to *Article* 20:

Plague.—Classification of Vessels: A vessel is considered as *infected* which has plague or cholera on board, or which has had one or several cases of plague or cholera during the preceding seven days.

A vessel is considered as *suspicious* on board of which there have been cases of plague or cholera at the time of sailing or during the voyage, but no fresh case during the preceding seven days.

A vessel is considered as *free* which, although coming from a contaminated port, has had no death or case of plague or cholera on board, either before sailing, during the voyage, or at the moment of arrival.

Article 21.—Vessels *infected with plague* are subjected to the following rules:

1. Medical inspection.
2. The sick are immediately taken ashore and isolated.
3. Other persons should also, if possible, be taken ashore, and either be put under observation[2] for not more that five days from the date of their arrival, which period may or may not be followed by supervision[3] for not more than five days or else simply be subjected to supervision, which cannot exceed ten days.

It is the duty of the port sanitary authority to apply this one of the above measures which shall seem to him preferable according to the date of the last case, the state of the vessel, and the local possibilities.

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[1] The word *isolation* signifies isolation of the patient, of the persons who are permanently in attendance on him, and prohibition of visits of all other persons.

[2] The word *observation* signifies isolation of the passengers either on board ship or in a sanitary station before they obtain free pratique.

[3] The word *supervision* signifies that the passengers are not isolated; that they are immediately granted free partique, but are notified to the local authority at their various destinations, where they are subjected to a medical examination as to the state of their health.

4. Dirty linen, clothes, and articles belonging to the ship's company and to the passengers which, on the advice of the sanitary authority, are considered as contaminated, shall be disinfected.

5. Those parts of the vessel which have been occupied by plague patients, or which, on the advice of the sanitary authority, are considered as contaminated shall be disinfected.

6. The destruction of the rats on board must be carried out before or after the cargo is unloaded, and as rapidly as possible—in any case, within a maximum period of forty-eight hours, avoiding any deterioration of the merchandise, steel plates, or engines.

And in every case for vessels in ballast this operation should be carried out as soon as possible before loading.

Article 22. "*Suspicious*" vessels are subjected to the measures indicated in Article 21, Sections I, IV. and V. Moreover the ship's company and the passengers can be subjected to a supervision which shall not exceed five days from the date of the ship's arrival. During the same period the ship's company may be prevented from coming ashore, except for reasons of service.

The destruction of the rats on board is recommended. This destruction is carried out before or after the unloading of the cargo as quickly as possible; in any case within a maximum period of forty-eight hours, avoiding any deterioration of the cargo, steel plates, or engines.

For vessels in ballast this operation shall be carried out, if necessary, as soon as possible, and in any case before loading.

Article 23. Vessels "*Free*" of plague are immediately admitted to free pratique whatever be the nature of their bill of health.

The only regime to which the port sanitary authority may subject such vessels consists of the following measures:

1. Medical inspection.

2. Disinfection of dirty linen, clothes, and other objects belonging to the ship's company or the passengers, but only in exceptional cases when the sanitary authority has special reasons for believing in their contamination.

3. Without the measure being constituted into a general rule, the sanitary authority can submit vessels coming from a contaminated port to an operation destined to destroy the rats on board before or after the loading of cargo. This operation must be carried out as soon as possible, and in any case must not exceed forty-eight hours, avoiding the deterioration of the cargo, plates, and engines, and without in any way interfering with the circulation of the passengers and crew between the ship and the shore. For vessels in ballast, if it is necessary, this operation shall be carried out as soon as possible, and in any case before loading.

When a vessel coming from a contaminated port has been subjected to the destruction of her rats, this operation can only be repeated if the vessel has touched at an infected port, being moored to the quay, or if the presence of rats either dead or sick has been noticed on board.

The crew and passengers can be subjected to a supervision which shall not exceed five days from the date when the vessel left the infected port. During an equal length of time, the crew may be prevented from landing except for reasons of service.

The competent authority of the port of arrival can always demand a certificate under oath from the ship's doctor, or, in default of him, from the captain, affirming that no case of plague, has occurred on board since sailing, and that no unwonted mortality of rats has been noticed.

Article 24. Whenever on a "*free*" vessel rats have been recognized after bacteriological examination as infected with plague, or whenever an excessive mortality has been noticed among those rodents, then there are grounds for applying the following measures:

I. Vessels with plague-infected rats:

(*a*) Medical inspection:

(*b*) The rats must be destroyed before or after the unloading of cargo as rapidly as possible, and in any case within a maximum period of forty-eight hours, avoiding any deterioration of cargo, plates, or engines. Vessels in ballast undergo this operation as soon as possible, and in every case before loading.

(*c*) The portions of the vessel and such objects as the local sanitary authority considers to be contaminated shall be disinfected.

(*d*) Passengers and crew can be subjected to a supervision, the duration of which must not exceed five days reckoned from the date of arrival, except in exceptional cases, in which the sanitary authority can prolong the supervision for a maximum of ten days.

II. Vessels on which an unwonted mortality has been noticed among the rats:

(*a*) Medical inspection.

(*b*) The rats shall be examined for plague, the examination being carried out as fully and as quickly as possible.

(*c*) If the destruction of rats is considered necessary, it shall take place as indicated above in relation to vessels with rats infected with plague.

(*d*) Until all suspicion is removed passengers and crew may be subjected to supervision, which shall not exceed five days in duration from the date of arrival in port, except in exceptional cases, in which the sanitary authority can prolong the supervision for a maximum of ten days.

Article 37. On land quarantine should no longer be established. Such persons only as show symptoms of plague or cholera can be detained at the frontier. This principle does not exclude the right on the part of each State to close if necessary a portion of her frontier.

Article 56. The medical inspection prescribed by the regulations is made by one or several doctors of the station for every vessel arriving at Suez; this visit is made by daylight for vessels coming from ports infected with plague or cholera. It can be carried out even at night for vessels which present themselves to go through the Canal if they are lighted by electricity, and on every occasion when the local sanitary authority has the assurance that the conditions of lighting are sufficient.

Article 81.—Measures taken on land routes against importations from regions contaminated with plague or cholera should conform to the sanitary principles formulated by the present convention. Modern methods of disinfection should be substituted for quarantine on land. To this end, steam disinfectors and other disinfection apparatus shall be placed in well-selected points on routes followed by travellers. The same means shall be employed on railways already created or to be laid down. All merchandise shall be disinfected in accordance with the principles of the present convention.

Article 181.—The Conference having taken act of the annexed conclusions of its Commission of Ways and Means on the creation of an International Sanitary Bureau in Paris, the French Government shall, when it shall judge opportune, present by diplomatic means propositions to this effect to the States represented at the Conference.

The work of the proposed international bureau will be to collect information on the progress of infectious diseases, such information being communicated by the sanitary authorities of the States signing the convention. The bureau will send an official report which shall be made public to the respective Governments periodically.

The Government on whose territory the International Health Bureau shall be established shall be charged, within three months from the date of signing the convention, to submit to the approval of the contracting States the regulations for the installation and working of this institution.

NOTIFICATION OF INFECTIOUS DISEASES.

The following letter explains itself:

Local Government Board,
Whitehall, S.W.

1st April, 1903.

Sir,

I am directed by the Local Government Board to state that, having made arrangements for the inclusion of Port Sanitary Authorities in the scheme under which the Board distribute weekly Returns of cases of Infectious Disease notified to Medical Officers of Health, the Board addressed a communication on the subject to the Port Sanitary Authority on the 4th ultimo, and requested that a copy of that letter should be handed to you.

The Board now direct me to forward to you a book of forms for your use in making the necessary weekly Returns to them, and to request that your first return may be sent in respect of the week ending, the 4th instant. A supply of forms will be sent to you annually.

At the same time the Board desire me to draw your special attention to the remarks in their letter to the Port Sanitary Authority with regard to the importance of regularity and promptitude in the transmission of the returns. They trust that you will not fail to post the return every week in time to reach this office not later than the first post on the Tuesday morning following the week in respect of which the return is made.

I am, Sir,
Your obedient Servant,
THOS. PITTS,
Assistant Secretary.

The Medical Officer of Health,
Manchester
Port Sanitary District.

THE SANITARY CONDITION OF SHIPS.

The amount of work done during the year, in this matter, compares favourably with that of last year.

The total of inspections and revisits reaches 2977, as compared with 2965 in the previous year.

So far as the inspection of shipping is concerned, I have pointed out in previous reports that the sanitary control of ships is vested in two authorities, viz., the Board of Trade and Port Sanitary Authorities. The resultant has been that the sanitary condition of ships is a telling illustration of the disadvantages of dual control.

It is indeed impossible to expect that mutually irresponsible authorities, such as the Board of Trade and Port Sanitary Authorities, should see eye to eye in this matter. On the one hand, the duty, the primary duty, of the Board of Trade, is to supervise the general seaworthiness of a ship. The provision of sanitary accommodation on board is, no doubt, stated is section 210 of the Merchant Shipping Act, but the enforcement of the provisions of this section is a matter in which the Board of Trade Surveyor appears to take only a secondary interest. On such a hypotheses only, is it possible to explain the fact, which is notorious, that direct infringements of the provisions of the Merchant Shipping Act, in so far as this particular section concerned, are common on ships which have just left the builder's hands. On the other hand, it is the rare exception to find that conditions which make for the general seaworthiness of the vessel are glossed over by the surveyor. Such conditions affect the life of the vessel and the pockets of the underwriters, and are thus, conditions which cannot be passed over casually. The accommodation which is allotted to the sailor, on the other hand, is a condition which affects only the health and comfort of the sailor, and, therefore, may apparently be left to haphazard chance.

So common is it to find insanitary conditions on new ships, that my inspectors have instructions to carefully inspect all new ships the first time they visit the Port. The same rule is in force in the Port of London.

It is needless to point out how annoying it must be to the owner of a new ship, to have a complaint from the Port Sanitary Authority of the first port into which his ship goes.

This condition of affairs will persist, and, inevitably must do so, as long as the present system remains in existence.

It is, of course, quite easy to understand that the Board of Trade were the only possible people who could undertake this duty in the first instance, as there were no Port Sanitary Authorities in existence at the time the first Merchant Shipping Act was past. Now, however, this consideration does not hold good since fully equipped Port Sanitary Authorities are in existence in all the principal ports.

In my last annual report, I mooted the suggestion that it was time to consider whether the powers of the Board of Trade, as the Certifying Authority in respect of Seamens' Accommodation, should not be transferred to Port Sanitary Authorities.

I advance the following considerations in support of this view :—

> The Local Government Board, in constituting Port Sanitary Authorities, usually delegate to them such powers under the Public Health Act of 1875, as are applicable to ships. Briefly, these are powers in respect of infectious diseases and nuisances.
>
> The Board have, however, seen that the powers of the 1875 Act, in respect to infectious diseases, are insufficient in respect of certain conditions which are peculiar to Port Sanitary Authorities, and accordingly, to meet this difficulty, they have conferred large and drastic powers on Port Authorities in respect to Cholera, Yellow Fever, and Plague. The object of these increased powers has been the protection of the general public from the danger of importation of one or other of these diseases.
>
> As has already been indicated these powers were granted because the powers conferred by the 1875 Act were insufficient.

Let us now turn our attention to the question of Nuisances.

The 1875 Act confers on all Sanitary Authorities certain powers in respect of certain conditions which are defined as Nuisances.

Any one who reads these definitions will at once see that the definitions apply to conditions which occur on shore, and, so far as they go, they are sufficient.

The curious point now arises that the powers of Urban Authorities in respect of Nuisances have been passed on to Port Sanitary Authorities, who have a totally different set of conditions to deal with. No doubt the majority of the conditions which occur on ships can be made to come under the Nuisances section, but there are many conditions which cannot be so dealt with.

A glance at the classification of insanitary conditions discovered during the last year will convince anyone of this fact.

It is, of course, true that many of the conditions could be dealt with under the provisions of the Merchant Shipping Act, but, unfortunately, Port Sanitary Authorities have no powers under this Act.

It is a scathing comment on the manner in which the provisions of the Merchant Shipping Act are carried out, that, out of a total of 2385 ships inspected, no fewer than 916 showed some one or other insanitary condition, the insanitary conditions discovered amounting to no fewer than 1876, a considerable proportion of which are cases of contraventions of the Merchant Shipping Act.

I suggest that these figures show that the Merchant Shipping Act has been a failure so far as seamen's accommodation is concerned. I submit that the Local Government Board should recognise this fact, and deal with it accordingly.

The Local Government Board has drawn up special regulations in respect of infectious diseases, in order to enable Port Sanitary Authorities the better to deal with special conditions. I suggest that the L.G.B. should recognise that the conditions of life at sea are special, and that they cannot be satisfactorily dealt with under the provisions of such an Act as the 1875 Act, which was never meant to apply to ships.

The provisions of the Public Health Amendment Act greatly enhance the powers of Urban Authorities in respect of the accommodation of the populace, and it is only fair that the seamen should receive some share of the attention which is so ungrudgingly bestowed on his more favoured fellow-labourer.

I must again emphasise the fact that these contraventions of the Merchant Shipping Act are conditions to which the Nuisances Section of the Public Health Act of 1875, in many cases, does not apply, and that in such cases the Port Sanitary Authority has no legal power.

A comparison between Port Sanitary Authorities and Urban Authorities becomes of interest in this relation.

Urban Authorities, in virtue of the powers conferred on them by Building Byelaws, can control the construction of a house, from the moment that the plans of the proposed house are submitted to them for their approval and sanction, to the time that the house ceases to be used for human habitation.

Port Sanitary Authorities, on the other hand, have absolutely no power over the construction of a seaman's accommodation. In this case, the plans are submitted for the approval of an apathetic and, for the particular purpose under consideration, an incompetent official.

The Board of Trade Surveyor has received no training in sanitary work, and it is the merest absurdity to expect him to take the trouble to make himself so acquainted. Furthermore, the provisions of the Merchant Shipping Act are vague and wanting in precision. The result is, that what is "sufficient" accommodation becomes merely the individual opinion of the particular surveyor who has the ship in hand.

I maintain very strongly that Port Sanitary Authorities should have the same power over the *construction* of seamen's accommodation that Urban Authorities have over the home of the artisan. The Building Byelaws of Local Authorities have been productive of great good to the shore population, and I fail to see why the sailor should no have similar benefits. Surely no one will maintain that the health and comfort of the sailor is a matter of no importance.

I believe that a sailor has as much right to enjoy a sanitary home as the artisan. That the present system will ensure it seems impossible. Certainly, the results of past experience emphasise this view.

What is required appears to be the relief of the Board of Trade from the position of Certifying Authority in respect of seamen's accommodation and the placing of this duty in the hands of Port

Sanitary Authorities. This would ensure that the accommodation would be under the control of the Port Authorities during the whole of the life of the boat. The plans of the accommodation would be submitted to authorities who would act under the advice of individuals trained for this particular branch of their duties, and thus a proper standard of sanitary requirement would be attained.

In order, however, that community of requirement should be maintained, it would be necessary for the Local Government to issue a series of Model Byelaws, similar to those Building Byelaws which they have issued for the use of Urban Authorities, but *compulsory* on all Port Sanitary Authorities.

This scheme, or something similar, seems not to be impossible of attainment. There is little doubt as to its advisability. Of its simple justice, there can be no question.

It may be suggested that such a scheme would meet with the greatest opposition from shipowners. I do not think so.

I believe, on the other hand, that a fixed standard of requirement would be hailed by owners with genuine satisfaction. They would at once be relieved of any doubt as to their exact position between the Board of Trade and the Port Sanitary Authority, a doubt which at the present time gives rise to not a little friction. At present, it is not uncommon for the Board of Trade to require one thing, and the Port Sanitary Authority another. It is, of course, obvious that some such *contretemps* is certain to arise where two mutually irresponsible authorities are dealing with the same thing.

It has been urged that this plan would lead to great additional expense. The answer to that is that Port Sanitary Authorities are already in existence, and the increased amount of work thrown on their shoulders would scarcely cost an extra penny. The number of ships built in this country is not so enormous that the work of supervision during construction would entail any appreciable extra cost.

From the point of view of the sailor there can be no doubt whatever of the enormous benefit. At the present time there is a legal minimum in the accommodation to be provided. Unfortunately, in actual practice, this is not an irreducible minimum. As I have already said, it is by no means uncommon to find infringements of the Merchant Shipping Act on new ships. Under such an arrangement as that proposed, I believe that such a condition of affairs would be impossible.

Port Sanitary Authorities all over the Kingdom are becoming increasingly alive to the fact that their duties are those of Health Authorities in the fullest sense of the term It is no longer considered that it is sufficient to isolate a few cases of infectious disease per annum, and that the duties of the Authority begin and end with that puerile conception of their limitations.

It is quite as important to the sailor as it is to the artisan, and equally reasonable, that he should be housed as satisfactorily as the conditions of his employment will allow. It is just as much the duty of the Port Sanitary Authority to secure for the sailor the best possible conditions of life, as it is for the Urban Authority to secure healthy homes for its populace.

What would be said of the Urban Authority which confined its attention to the isolation of cases of infectious disease ?

In conclusion, I must again point out *the one most essential* factor. This is, that every Port Sanitary Authority *must* pursue the same course of action. Isolated action is impossible in a matter of this kind, and nothing can be done until it is *compulsory* upon all Port Sanitary Authorities to pursue one undeviating course of action.

The only possible way by which this end can be achieved is by such a course as has been indicated.

I have pointed out, in another place, that a ship, from the point of view under consideration, may be considered as a moveable house.

The result is that, if such a ship receives its due amount of supervision from the various authorities under whose jurisdiction it comes in the course of commerce, it will, unless the same standard of sanitary requirement is demanded at each port, inevitably result that different authorities will require a different standard of sanitary efficiency.

The result of such a condition of affairs is, of course, confusion in the minds of shipowners and friction between the owner and those sanitary authorities who *do endeavour* to secure sufficiently sanitary accommodation.

At the present moment the difference in sanitary requirement at various ports is very great. It is by no means uncommon to find insanitary conditions which have been in existence on boats for years and have never been pointed out. The natural result is that when the conditions *are* pointed out, the owner makes the statement that his boat has been running for so many years, and has been in every port in the Kingdom, and that this is the first time that any complaint has been made.

This would be a matter of little surprise if the conditions were minor ones. Unfortunately, it is not so, the defects often being of a serious nature.

As has already been indicated, the only way in which such confusion can be avoided is to ensure that the standard of requirement shall be the same in all ports.

The only way whereby this can be secured is by issuing a series of Model Byelaws, the adoption of which shall be *compulsory* on every Port Sanitary Authority in the Kingdom.

Until such a course of action is taken, the hands of those Port Sanitary Authorities, who really wish to do something in this matter, will be tied, and but little real progress secured.

It is obviously impossible that one or two Port Sanitary Authorities in the Kingdom can take up this matter without the co-operation of all the other Port Sanitary Authorities.

The following Tables give the total number of ships inspected during the year, the Nationalities of these vessels, the positions in the port where the vessels were inspected, the number of ships found defective, the Nationalities of these defective ships, and the positions in the port where the defective vessels were found.

Table VII gives a classification of the vessels inspected, according to the registered tonnage.

Table IX gives a complete classification of all the insanitary conditions discovered during the year.

TABLE I.

The following Table shows the number of vessels, British and Foreign, which have been inspected during the year :—

British Steam Ships	1311
British Sailing ,, ...	721
Foreign Steam ,, ...	314
Foreign Sailing ,, ...	39
Total	2385

The number of Re-visits made was 592

The total number of Inspections and Re-visits made thus amounts to :—

Inspections	2385
Re-visits	592
Total	2977

TABLE II.

The Nationalities of the vessels thus inspected were as follows :—

British	2032
Norwegian	182
German	82
Swedish	39
Belgian	11
Danish	9
Russian	7
Spanish	6
Italian	4
Austrian	3
Dutch	3
French	3
Greek	3
Brazillian	1
Total	2385

TABLE III.

The Inspections, thus tabulated, were carried out at the undermentioned positions in the Port :—

Manchester, Salford, & Stretford (including Mode Wheel)	1087
Runcorn	433
Weston Point	225
Widnes	206
Ellesmere Port	192
Partington	73
Astmoor Marsh (Wigg's Works)	68
Davyhulme	27
Acton Grange	23
Eccles	23
Old Quay (Runcorn)	8
Irlam	5
Warrington	5
Barton	4
Flixton	2
Randall's Sluices	2
Weston Mersey Dock	1
Weaste Wharf	1
Total	2385

TABLE IV.

Of the vessels thus inspected, the number showing defective or insanitary conditions was 916

TABLE V.

The Nationalities of the vessels upon which Defective or Insanitary conditions were discovered, were as follows :—

British	812
Norwegian	61
German	13
Swedish	11
Danish	5
Belgian	4
Russian	4
Spanish	4
French	1
Greek	1
Total	916

TABLE VI.

The Defective or Insanitary vessels were found at the under-mentioned positions in the Port :—

Manchester, Salford, and Stretford, (including Mode Wheel)	324
Runcorn	201
Widnes	108
Ellesmere Port	105
Weston Point	99
Astmoor Marsh (Wigg's Works)	36
Partington	14
Acton Grange	13
Davyhulme	5
Old Quay (Runcorn)	4
Warrington	4
Eccles	3
Total	916

TABLE VII.

In the following Table the vessels inspected during the year are classified according to their registered tonnage.

The Table gives the number of vessels inspected in each class, and the number found defective under each heading, and shows the percentage of insanitary vessels in each class.

Class of Vessels Reg. Tons	Number of Vessels in the class	Number of such Vessels Defective	Percentage
1 to 100 Tons ..	743	310	41·7%
100 to 250 ,, ..	374	162	43·3%
250 to 400 ,, .	147	51	34·7%
400 to 600 ,, ..	147	40	27·2%
600 to 800 ,, ...	258	52	20·1%
800 to 1000 ,, ...	79	22	27·7%
1000 to 1250 ,, ...	43	16	37·2%
1250 to 1500 ,, ...	52	18	34·6%
1500 to 2000 ,, ..	118	52	44·06%
2000 to 2500 ,, ..	103	33	32·03%
2500 to 3000 ,, ..	73	23	31·5%
3000 and over	53	12	22 6%
All Classes	2190	791	36·1%

TABLE VIII.

The following Table gives the number of Flats and Barges, registered under the Merchant Shipping Act, inspected during the year, together with the number defective and the percentage of defects :—

Flats and Barges ...	195	125	64·1%

Table IX.

CLASSIFICATION OF INSANITARY CONDITIONS.

The following are the Insanitary conditions found on vessels within the Port classified under various headings :—

(1) Defective or Insanitary conditions occurring in connection with the Accommodation provided for the Crew.

(*a*) Defects in connection with the Lighting of the Crew's Quarters.

Insufficient amount of light, owing to insufficiency in the means of lighting provided	41
Broken and leaky portlights	85
Insufficient amount of light, owing to the ports being covered with deck cargo	30
Broken and leaky deadlights	40
Portlights requiring to be re-packed	7
Broken and leaky glass top to ventilators	7
Insufficient amount of light owing to the deadlights requiring cleansing and scraping	5
Catch of portlight broken	1
Total	216

(*b*) Defects in connection with the Ventilation of the Crew's Quarters.

Ventilation deficient owing to insufficiency in the apparatus provided	59
Defective ventilators	70
Ventilating apparatus completely absent	4
Defective Ventilation owing to the Ventilators being covered with deck cargo	1
Air-pipe of ballast tank terminating in Crew's Quarters	9
Total	143

(*c*) Defects in connection with the Heating Apparatus provided.

Defective stoves causing smoky forecastle	27
Defective stove-pipe causing smoky forecastle	25
Total......... ..	52

(*d*) Defects in the construction and condition of the Sides, Floor, Deck, Bulkheads, and of the various apparatus connected therewith, giving rise to, leakage into, accumulations of water in, and dampness generally of, the Crew's Quarters.

Defective and insufficient drainage of the Quarters	15
,, Pumps causing water to accumulate ..	4
,, Ballast tank causing leakage into the Q'ters	1
,, Combing ,, ,, ,,	1
,, Decks ,, ,, ,,	81
,, Scuttles ,, ,, ,,	3
,, Skylights ,, ,, ,,	21
,, Stove-pipe flanges ,, ,,	11
,, Hawespipes ,, ,, ,,	8
,, Plating in Bows ,, ,,	4
,, Chain Pipes ,, ,, ,,	3
,, Stem ,, ,, ,, ,,	1
,, Heating Apparatus ,, ,,	1
,, Steam Pipe ,, ,,	1
,, Ship's Side ,, ,,	3
,, Socket of Anchor Crane ,,	1
,, Socket of Fish Davit ,, ,,	1
,, Deck Stove ,, ,,	1
Rivet out of flange of portlight causing leakage in the quarters	1
Accumulation of stagnant water in quarters	23
Accumulation of stagnant water under quarters ..	3
Carried forward ...	188

Brought forward ...	188
Condensed moisture forming on the iron deck and and beams over the bunks causing damp bedding	25
No sheathing over iron deck or beams in quarter	13
Defective floors allowing water and filth to accumulate	74
Defective decks causing damp bedding	5
Unsheathed ballast tank allowing water and filth to accumulate ...	2
Generally damp conditions	7
Accumulation of stagnant water in bath room	1
Defective door to forecastle allowing access of water	3
Total	318

(*e*) Defects arising from want of attention to the crew accommodation and neglect of Cleanliness.

Painting and limewashing required	168
Dirty forecastles, deckhouses, etc.	143
Accumulation of dirt, rubbish, and food refuse in quarters	28
Fittings in quarters in a state of dilapidation and requiring repairs	10
Total	349

(*f*) Defective construction of Bulkheads.

Defects allowing hold to be in direct communication with crew's quarters	5
Defects allowing a water closet to be in direct communication with crew's quarters	1
Total	6

(*g*) Defective Drainage of the Forecastle allowing communication with other parts of the vessel.

Communication between forecastle and water closet	12
,, ,, ,, paint locker	8
,, ,, ,, lamp and oil locker	4
Total............	24

(*h*) Defects in connection with Chain Locker and Chains.

Chain lockers open and unprotected in forecastle...	19
Chain Cables ,, ,, ,, ...	10
Total	29

(*i*) Insanitary conditions associated with the keeping of ship's gear, lamps, paints, oils, etc. 14

Ship's gear kept openly in the forecastle	14
Paints, lamps, and oils kept openly in the forecastle	19
Paints and oils so kept as to be in direct communication with the forecastle	5
Stores kept in the forecastle, combined with a generally insanitary condition so as to be unfit for human habitation	5
Total......	43

(*j*) Defects in connection with the storage and keeping of Food.

Food lockers without doors or fastenings	36
,, ,, requiring cleansing and painting	12
,, ,, not provided	3
Ship's provisions kept openly in the forecastle	6
Total	57

(*k*) Uncertified accommodation occupied.

Uncertified and insanitary accommodation in engine room	2
Uncertified accommodation in half deck, the place being deficient in head room and containing stores, gear, and provisions	1
Steward occupying uncertified berth deficient in head room, lighting, and ventilation	1
Total	4

(1) Overcrowding 22

The total number of defective or insanitary conditions found in connection with the accommodation of the crew thus amounts to . 1263

(2) Defective or insanitary conditions in connection with the Water Closets provided for the use of the crews.

Water closet in a generally filthy condition	55
Water closets requiring limewashing and painting	4
Water closet pans broken and defective	38
Soil pipes broken and defective	7
Flushing apparatus broken and defective	35
Water closet seat broken and defective	1
Water closet doors absent or broken	7
Water closet fittings generally defective	6
Water closet deficient in ventilation	28
Water closet deficient in lighting	26
Accumulation of stagnant water in water closet	2
Water closet communicating directly with store room	1
No efficient water closet provided	2
Urinals in a choked, foul, or defective condition	6
Total	258

(3) Defective or insanitary conditions connected with the Storage of Water.

Water tanks requiring cleansing	20
,, ,, defective, allowing access to filth	8
,, ,, inaccessible for cleansing purposes	5
Water casks in a filthy condition inside	8
,, ,, in a decayed condition inside	38
,, ,, defective, allowing access to filth	1
Total	80

(4) Accumulations of filth and dirt about the decks 15

The total number of defective or insanitary conditions found on board ships during 1903 thus amounts to 1616

FLATS AND BARGES.

The number of Flats and Barges, registered under the Merchant Shipping Act, inspected during the year, was 195. Of these 125 showed Insanitary conditions, a percentage of 64.1 per cent.

The corresponding figures for the previous year were: 149 inspected 90 found insanitary, giving a percentage of 62.4 per cent. It is thus clear that no improvement has occurred during the year.

The number of insanitary conditions found on the 125 insanitary boats this year, was 260, as compared with 202, on 90 boats in the previous year. The proportion of Insanitary conditions thus works out at rather more than two conditions per boat.

As many of the boats presented only one insanitary condition, it follows that many showed more than two insanitary conditions.

The figures given above afford another instructive comment upon the value of the supervision exercised by the Board of Trade. It is impossible that with competent supervision, these boats should show a percentage of Insanitary boats equal to nearly two thirds of the total number of boats inspected.

It must be recollected that it is not the duty of the Board of Trade surveyor to seek for insanitary conditions. His only duty is to deal with such contraventions of the Merchant Shipping Act as he may chance to discover or which may be brought to his notice by any one concerned. The figures which I have given show that the result of this arrangement has been a total failure.

Prior to 1902, these boats had not been inspected by your Authority, but had been solely dealt with by the Board of Trade.

The percentage of insanitary barges, etc., is the same practically, as that of the previous year. This fact merely emphasises the imperative necessity for their supervision by your Authority.

The same difficulty arises as in the case of all vessels registered under the Merchant Shipping Act, viz.: that the Port Sanitary Authority has powers under the Public Health Act, but not under the Merchant Shipping Act.

I have already shown that the powers conferred by the Merchant Shipping Act are not properly enforced by the Authority in whose hands they are placed.

The remedy which seems most suitable for this state of affairs is to take the control of such boats out of the hands of the Board of Trade, and to require that all such boats shall be registered under the Canal Boats Acts, 1877 and 1884.

In this way these boats would be required to fulfil a definite standard of requirement in the first instance, and it would be incumbent on the owner to satisfy a Sanitary Authority, that the boat fulfilled a required standard belore he could obtain a Certificate of Registration. In this way the boat would be under the control of a Sanitary Authority during the whole period of its existence and the owner would be responsible for the proper carrying out of one definite series of requirements, enforced by one Authority. At present he is in precisely the same position as the owner of a larger steamship, who, as I have already pointed out is in the unfortunate position of being between two Authoritties whose duties clash, but who have no responsibility to one another.

The Canal Boats Acts lay down a very definite standard of requirement, the adoption of which is incumbent on all Authorities, thus obviating the danger of a different standard of requirement being set up by different Authorities.

The Canal Boats Acts have been of great value in the case of canal boats and there is no reason why they should not confer equally great advantages on the boats under consideration.

It is a crying scandal that 64 per cent. of these boats should show insanitary conditions, and the existence of such a state of affairs is solely due to the utter failure of the Board of Trade to discharge the duties of a Sanitary Authority, duties which can only be properly performed by a properly equipped Sanitary Authority carrying out their work by means of properly trained Inspectors.

Defective or insanitary conditions found on board Flats and Barges during 1903, in connection with the Accommodation provided for the Crew.

(*a*) Defects in connection with the Lighting of the Quarters.

Insufficiency in the amount of lighting apparatus provided	88

(*b*) Defects in connection with the Heating Apparatus.

Defective stoves causing smoky berths	5
Defective stove pipe causing smoky berths	2
Total	7

(*c*) Defects in the construction and maintenance of the Decks, Floors, Sides, Bulkheads, and the apparatus connected therewith, causing dampness of the Crew's Quarters.

Defective and leaky decks over crew's quarters ...	12
,, ,, ,, bed berths	8
Defective skylights allowing water to penetrate ...	4
,, deadlights ,, ,, ,, ...	8
Generally damp condition of the crew's quarters...	2
Defective floor in crew's quarters	3
Total	37

(*d*) Defects arising from want of attention to the Crew's Quarters and neglect of Cleanliness.

Crew's quarters dirty and neglected	2
,, ,, dilapidated and requiring repairs	9
Cleansing and painting of the quarters required	56
Foul bilges causing stench in crew's quarters	1
Defective bulkhead allowing access of dust and filth from the hold to the crew's quarters	1
Total	69

(*e*) Insanitary conditions associated with the keeping of Ship's Gear, Lamps, Oils, Paints, etc.

Paints, oils, and lamps, etc. kept openly in quarter	4

(*f*) Defects in connection with the Storage and keeping of Food.

Defective and leaky decks over food lockers	6
Food lockers requiring cleansing and painting	10
Total	16

(*g*) Overcrowding.

Overcrowding	1
Insufficient sleeping accommodation provided	5
Total	6

(2) Defective or insanitary conditions connected with the Storage of Water.

Water casks in a decayed condition	8
,, ,, ,, dirty condition	1
,, ,, ,, position liable to contamination	4
Water tanks in a position inaccessible for cleansing	5
,, ,, defective, allowing access to dirt	5
No efficient water vessel on board	10
Total	33

The total number of insanitary conditions discovered during 1903 in connection with Flats and Barges thus amounts to 260.

NOTICES UNDER THE PUBLIC HEALTH ACT, 1875, SERVED DURING THE YEAR.

The number of Notices served during the year was 51.

Of these, 31 were served upon steamships, 5 upon schooners, and 15 upon sloop flats, barges and ketches.

In all cases the terms of the notices were complied with, without dispute, thus indicating clearly, that in no case was a notice served without justification.

The number of notices served is in excess of previous years on account of the fact that such a considerable proportion were served on flats and barges.

CATTLE BOATS.

The following are the particulars respecting the Cattle Trade of the Port during the year.

The cleansing of the boats continues to be carried out in a rapid and efficient manner.

The numbers of cattle and sheep imported show very large increases over previous years.

Steamers.	Cattle			Sheep		
	Landed Alive	Landed Dead	Lost at Sea	Landed Alive	Landed Dead	Lost at Sea
Manchester City	4542	5	13	3038	5	36
,, Commerce ..	3334	1	15	3173	5	21
,, Importer ...	2230	3	4	1403	3	11
,, Trader ...	1987	1	44	2355	1	86
,, Corporation	1823	1	9			
,, Shipper ...	1358		3	577		6
,, Exchange ...	1222		3			
Planet Neptune ...	1185	1	6			
Titian	1076			653		
Thespis	906					
Manchester Engineer	586		3	1637	1	7
Tintoretto	561					
Caledonian	527					
Iberian	524		1			
Bostonian	481		18			
Canova	330		1			
Calderon	253					
Manchester Market ...	216		1			
Austriania	197					
Cervantes	188					
Corby Castle	177		1			
Terence	159			596	1	4
Total	23,858	12	122	13,432	16	178

In addition to the above the "Manchester City" landed alive 2 ponies.

REPORT on the Administration of the Canal Boats Acts, 1877 and 1884, for the year ending, the 31st December, 1903.

The amount of work done under this section of the duties of the Authority shows a gratifying increase over that of last year.

The total number of boats inspected was 191. Of these, no fewer than 77 were found to be defective in some one or other particulars.

The number of direct contraventions of the Acts was 129. In addition, however to these, 25 conditions were discovered which are worthy of notice.

Of the total number of boats inspected, 91 were inspected at Manchester, or in its immediate vicinity. Of this number, 21 were found to exhibit infringements of the acts. The principal infringements found, were as follows:

Water vessel absent in Eight.
Registration Certificate absent in Five.
The other infringements were of minor importance.

When, however, we turn to the Runcorn end of the canal, a very different state of affairs is disclosed. Here 100 boats were inspected. Of this number, no fewer than 56 showed infringements. In other words, the number of infringing boats was more than two-and-a-half times as great as Manchester.

I may remark that the system of inspection is precisely the same at Manchester as at Runcorn, and it is therefore impossible to ascribe the disparity in the results achieved to differences in the standard of inspection.

The number of infringements found at Runcorn was 131. If we deduct from this number, 15 cases where the cabin was deficient in light and also four cases where the Registration Certificate was so dilapidated as to be illegible, we find that there were no fewer than 112 infringements at Runcorn as compared with 21 on almost the same number of boats inspected at Manchester. If this be put in another way we find that, for practically the same number of boats inspected, the infringements were five times more numerous at Runcorn than at Manchester, The comparison may be further emphasised by pointing out that more than one-half of the boats at Runcorn showed infringements, whilst at Manchester, the proportion is a little over one-quarter.

The figures above given show the absolute necessity for perseverance in the work which the Authority have taken up.

It seems to me that the Canal Boats Acts lay down such precise and definite indications as to the action of local authorities in the matter, that where an undue amount of infringement is discovered some legitimate doubt may be entertained as to the efficiency of the enforcement of the provisions of the acts by the local authorities concerned.

On this point much light is shed by the able Report to the Local Government Board, of the Chief Inspector of Canal Boats. The Inspector points out that the condition of the canal boats in a district so far as their fulfilment of the conditions of the Canal Boats Acts are concerned, varies with the activity of the local authority in enforcing the provisions of the acts.

It can be affirmed with absolute safety, that in the absence of frequent, *sufficient*, inspection, canal boats would, in the great majority of instances, fall very far short of the sanitary ideal. I emphasise the word sufficient for the reason that cursory examinations simply invite carelessness and indifference on the part of the crews of such boats, and it is well known that the class of people on these boats are not those who may be trusted with any matter which bears on questions of health.

I must repeat that the only way whereby such boats can be kept in a sanitary condition is by frequent, *sufficient, and efficient* inspection.

The only point on which difficulty has arisen has been in respect of the proper provision of receptacles for the storage of at least three gallons of drinking water on narrow boats.

It has been found that certain firms have made it a practice to provide only one water vessel to each pair of these boats, a proceeding which is a direct and flagrant contravention of the conditions under which Local Authorities are supposed to grant Certificates of Registration.

When the attention of the firm in question was drawn to this matter, they alleged the excuse that " there was a general understanding that one water vessel was sufficient in such cases, because such boats always worked in pairs, and were worked by members of the same family."

The answer to this is, of course, that no canal boat can be registered which does not provide for the provision of storage of three gallons of water.

In spite of this fact, however, the firms in question have persistently refused to take any steps in the matter. I feel quite sure that nothing will be done without compulsion.

The following is a summary of the conditions found during the year, classified according to tho classification recommended by the Local Government Board :—

(*a*) Registration.	
Not Registered	0
(*b*) Notification of change of Master	0
(*c*) Certificates.	
Not dentifying owner with boat	8
Registration certificate absent	15
Registration so dilapidated as to be illegible	4
(*d*) Marking. No Marks	4
Marking very indistinct	5
(*e*) Overcrowding	4
(*f*) Separation of the sexes	3
(*g*) Cleansing.	
Cabin requiring cleansing	11
Carried forward ...	64

Brought forward ...	64
Cabin dilapidated and requiring repairs	2
Defective deck, or sides, or both, causing leakage into the cabin	16
Defective footboard causing leak into cabin	2
(*h*) Ventilation.	
Ventilation deficient	1
,, ,, owing to the ventilators being covered with deck cargo	1
(*i*) Painting.	
Cabin requiring painting	20
(*j*) Provision of Water Cask.	
No water cask on board	10
No efficient water cask on board	2
Water cask decayed and unfit for use	12
(*k*) Removal of bilge water.	
Bilge pump absent	7
Bilge pump broken and defective	4
(*l*) Notification of Infectious Disease	0
(*m*) Admittance of Inspector.	
(*n*) Other conditions.	
Absence of any means of lighting	15
Defective stove causing smoky cabin	4
Defective stove-pipe causing smoky cabin	2
Total	152

SHIPPING INWARDS TO THE PORT OF MANCHESTER.

From January 1st to December 31st, 1903.

		Manchester.		Runcorn		Ellesmere Port		Widnes		Warrington.		Totals.	
		No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage
Foreign...	Steamers .	983	1,162,314	76	37,643	47	35,545	—	—	35	23,977	1,141	1,259,479
	Sailing	—	——	32	20,367	17	12,233	1	135	—	—	50	32,735
Total Foreign..		983	1,162,314	108	58,010	64	47,778	1	135	35	23,977	1,191	1,292,214
Coastwise	Steamers ...	1,647	425,758	690	95,721	395	53,521	530	36,467	18	3,250	3,280	614,717
	Sailing	37	2,597	648	57,147	112	9,713	151	10,325	32	1,955	980	81,737
Total Coastwise		1,684	428,355	1,338	152,868	507	63,234	681	46,792	50	5,205	4,260	696,454

A. G. WARD,

Collector.

Custom House,
Manchester, 12th February, 1904.

STEAM LAUNCH.

I have to report to you that the steam Launch has worked in an entirely satisfactory manner during the year.

The more the Launch is used, the more convinced does one become that it was the one thing above all others, which was required to place your Authority in a position to deal with any condition which might occur at any time at any position in the Port.

The possession of the Launch places every part of the Port within easy reach of the Officers of your Authority, at the shortest possible notice, a point of the first importance.

The men employed on the Launch have discharged their duties in an entirely satisfactory manner.